

for if we do wait, the vested interests of private parties in them may become so strongly entrenched that it may be a most serious task to oust them. If the eastern states are wise, then from the Bay of Fundy to the Gulf we will see, within the next few years a policy set on foot similar to that so fortunately carried out in the high Sierras of the West by the national government. All the higher Appalachian peaks should be reserved, either by the states or by the nation. I much prefer that they should be put under national control, but it is a mere trifle to say that they will not be reserved either by the states or by the nation unless you people of the south show a strong interest therein.

Reserves a Paying Investment.

Such reserves would be a paying investment, not only in protection to many interests, but in dollars and cents to the government. The importance to the southern people of protecting the southern mountain forests is obvious. These forests are the best defense against the floods which, in the recent past, have during a single twelve month, destroyed property officially valued at nearly twice what it would cost to buy the southern forest palachian reserve. The maintenance of your southern water powers is not less important than the prevention of floods because if they are injured your manufacturing interests will suffer with them. The perpetuation of your forests, which have done so much for the south, should be one of the first objects of your public policy. Two sagacious from North Carolina have taken an honorable part in this movement. But I do not think that the people of North Carolina, or of any other southern state have quite grasped the importance of this movement to the commercial development and prosperity of the south.

The Boys in Gray.

The position of honor in your parade today is held by the Confederate veterans. They by their deeds reflect credit upon their descendants and upon all Americans, both because they did their duty in peace, and because young men, their sons, will not only prove that they possess the same power of fealty to an ideal, but will also show the efficiency in the ranks of industrial life of the fathers of the Confederate veterans, showed that they possessed in the ranks of war, the industrial future of this great and typically American commonwealth is assured.

The extraordinary development of industrialism during the last half century has been due to several causes, but above all to the evolution in the methods of transportation and communication; that is, to steam and to electricity, to the railroad and the telegraph.

When this government was founded commerce was carried on by essentially the same instruments that had been in use not only among civilized, but among barbarian nations, ever since history was first written. It was wheeled vehicles drawn by animals, by pack trains, and by sailing ships and rowboats. On land this meant that commerce went in slow, cumbersome and expensive fashion; high ways open to all. Normally these highways could not compete with water transportation, if such was feasible between the connecting points.

Effect of Railroads.

All this has been changed by the development of the railroad. Save on the ocean or on lakes so large as to be practically inland seas, transport by water has wholly lost its old position of superiority over transport by land while instead of the old highway open to everyone on the same terms, but of a very limited usefulness, we have new highways—railroads—which are owned by private corporations, and which are practically of unlimited, instead of limited, usefulness. The old laws and customs which were adequate and proper to meet the old conditions need radical readjustment in order to meet these new conditions. The cardinal features in these changed conditions are, first, the fact that the new highway, the railway, is, from the commercial standpoint, of infinitely greater importance in our industrial life than was the old highway, the wagon road and, second, that this new highway, the railway, is in the hands of private owners, where as the old highway, the wagon road, was in the hands of the state. The management of the new highway, the railway or rather of the intricate web of railroad lines which cover the country, is a task infinitely more difficult, more delicate and more important than the primitive task of acquiring or keeping in order the old highway; so that there is properly no analogy whatever between the two cases. I do not believe in government ownership of anything which can with propriety be left in private hands, and in particular should most strenuously object to government ownership of railroads.

Government Most Supreme. But I believe with equal firmness that it is out of the question for the government not to exercise a supervisory and regulatory right over the railroads; for it is vital to the well-being of the public that they should be managed in a spirit of fairness and justice toward all the public. Actual experience has shown that it is not possible to leave the railroads uncontrolled. Such a system, or rather such a lack of system, is fertile in abuses of every kind, and puts a premium upon unscrupulous and ruthless cunning in railroad management; for there are some big shippers and some railroad managers who are always willing to take unfair advantage of their weaker competitors, and they thereby force other big shippers to big railroad men who would like to do decently into similar acts of wrong and injustice, under penalty of being left behind in the race for success. Government supervision is needed quite as much in the interest of the big shipper and of the railroad man who want to do right as in the interest of the small shipper and the consumer.

Present Laws Defective.

Experience has shown that the present laws are defective and need amendment. The act to prohibit all restraint of competition, whether reasonable or unreasonable, is unwise. What we need is to have some administrative body with ample power to forbid combination that is hurtful to the public, and to prevent favoritism to one individual at the expense of another. In other words, we want an administrative body with the power to secure fair and just treatment among all shippers who use the railroads—and all shippers have a right to use them. We must not leave the enforcement of such a law merely to the department of justice; it is out of the question for the law department of the government to do what should be purely administrative work. The department of justice is to stand behind and co-operate with the administrative body, but the administrative body itself must be given the power to do the work and then held to a strict accountability for the exercise of that power. The delay of the law is proverbial, and what we need in this matter is reasonable quickness of action.

Abuses Are Varied.

The abuses of which we have a genuine right to complain take many shapes. Rebates are not now often given openly. But they can be given just as effectively in covert form; and private cars, terminal tracks and the like must be brought under the con-

rol of the commission or administrative body which is to exercise supervision by the government. But in my judgment the most important thing to do is to give to this administrative body power to make its findings effective, and this can be done only by giving it power, when complaint is made of a given rate as being unjust or unreasonable, if it finds the complaint proper, then to fix a maximum rate which it regards as just and reasonable, this rate to go into effect practically at once, that is within a reasonable time, and to stay in effect, unless reversed by the courts. I earnestly hope that we shall see a law giving this power passed by congress. Moreover, I hope that by law power will be conferred upon representatives of the government capable of performing the duty of public accountants carefully to examine into the books of railroads, when so ordered by the inter-state commerce commission, which should itself have power to prescribe what books, and what books only, should be kept by railroads. If there is in the minds of the commission any suspicion that a certain railroad is in any shape or way violating or bending improper power, I wish the commission have power as a matter of right, not as a matter of favor, to make a full and exhaustive investigation of the receipts and expenditures of the railroad, so that any violation or evasion of the law may be detected.

Not a Revolutionary Scheme.

This is not a revolutionary proposal on my part, for I only wish the same power given in reference to railroad that is now exercised as a matter of course by the national bank examiners as regards national banks. My object in giving these additional powers to the administrative body representing the government, or whatever it may be—is primarily to secure a real and not a sham control to the government representatives. The American people abhor a sham, and with this abhorrence I cordially sympathize. Nothing is more injurious from every standpoint than a law which is merely sound and fury, merely pretense, and not capable of working out tangible results. I hope to see all the power that I think it ought to have granted to the government, but I would rather see only some of it granted, but really granted, than see a pretense of granting all, in some shape that really amounts to nothing.

Need of Caution.

It must be understood, as a matter of course, that if this power is granted it is to be exercised with wisdom and caution and self-restraint. The inter-state commerce commission, or other government official who failed to protect a railroad that was in the right against any clamor, no matter how violent, on the part of the public, would be guilty of as great a wrong as if he corruptly rendered an improper service to the railroad at the expense of the public. When I say a square deal I mean a square deal, exactly as such a square deal for the rich man is for the poor man; but no more. Let each stand on his merits, receive what is due him and be judged according to his deserts. To more he is not entitled, and less he shall not have.

Cholera in Philippines.

Washington, Oct. 19.—Asiatic cholera has been epidemic in the Philippines for the last seven weeks, and here have been 552 deaths and 711 cases of the disease. It has now disappeared according to official advice received at the war department. The news of conditions in the Philippines has been suppressed by the war department, and it was not until Saturday that the secretary of war decided that some information concerning the epidemic be made public. The deaths chiefly occurred among the natives, but there were some cases among the soldiers at Fort McKinley, just outside Manila.

The meager information given out by the insular division contains no details.

Governor Wright, in response to a cablegram from Secretary Taft, replied that the cholera had practically disappeared.

If you need a carpenter telephone.

Washington, Oct. 19.—The Prince and Princess of Wales started their six months' tour of India today. King Edward, Queen Alexandra and members of the royal family and cabinet ministers, bid them farewell at the railroad station.

Prince and Princess Depart.

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UNQUALIFIED FALSEHOOD SAYS CASTLE

(Continued From Page 1, Column 2.)

assistance to the men who secured large loans in the Enterprise bank upon collateral which has no known value. Tomorrow night I speak at Milton, Pa., and at that time I shall take occasion to make public some information which has come to me along these lines.

THE COMMONWEALTH OF PENNSYLVANIA

in behalf of the treasury department has entered judgment in the common pleas court No. 2 for \$2,500,000 on four bonds aggregating that amount against the Enterprise National bank and securities on bonds, as follows: Frederick Gwinne, Jas. P. McKinney, C. F. Stifel, Henry Langdruff, William T. Bradbury, John Stelling, Frank B. Smith, David Morrison, Albert F. Schwend and James T. Arnold.

Will Give Out No Report.

National Bank Examiner John B. Cunningham did not leave the bank until this evening. As he was about to take his departure he said: "I want to correct an erroneous impression that has gone abroad. It has been stated and published that I would soon be able to and would make public a statement of the condition of the Enterprise bank. All my reports and statements go to the controller of the currency, and all public reports must come through him. I will not give out any report of the condition of the bank."

WILL EXAMINE BANK WITHOUT ANY POLITICS

Washington, Oct. 19.—William B. Ridgely, controller of the currency, was shown a statement connecting his recent visit to Pittsburgh with the failure of the Enterprise National bank of Allegheny, in which it is stated that he at that time had held a conference with several republican politicians. Mr. Ridgely stated that the occasion of his visit was personal and private business.

While he was there, however, he conferred with bank examiner Cunningham and discussed the affairs of the Enterprise National bank, but he spoke to no one but Mr. Cunningham on the subject. His instructions to the bank examiner were to make an examination of the Enterprise bank and report on his exact condition without any reference to the election or politics in any way.

The examination ordered has led to the closing of the bank.

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OASIS MAN ANXIOUS TO DEBATE WITH DELEGATE WILSON

On the Joint Statehood Proposition.

WILL LOCK HORNS AT ANY TIME OR PLACE

In the Nogales Oasis of September 10th the editor expressed a willingness to meet in joint debate Hon. J. F. Wilson, one of the foremost opponents of annexation of New Mexico to create the state of Arizona, and to present to the people at several points mentioned, the arguments that may be advanced upon both sides of the issue.

In accordance with willingness herein expressed the editor, two days later, addressed Colonel Wilson a letter, of which the following is a copy, and is now respectfully awaiting a reply:

Nogales, Ariz., Oct. 2, 1905.

My Dear Sir—I have taken the liberty of sending you copies of the Oasis, containing editorial comment upon a recent article upon the question of statehood for Arizona, recently appearing over your own signature in the Douglas and Bisbee newspapers, and a communication from one of the most prominent citizens of Santa Cruz county, both of which take ground contrary to your own. The Oasis has also published a strong article upon the same subject from the pen of the Hon. D. G. Chalmers, who is speaker of the house in the legislative assembly of Arizona, and whose democracy is unquestioned, in which the gentleman pronounces boldly for jointure with New Mexico. My own private correspondence with such sterling democrats as Doctor Mark Rodgers, of Tucson, Hon. C. C. Baker, of Phoenix, who was chief justice of Arizona under the second Cleveland administration, demonstrates that the sentiment against jointure is not so unanimous in Arizona as has been represented. Judge Baker has written me a letter in which he says he has recently visited a number of counties and he finds everywhere a strong and growing sentiment for the proposed jointure, and I have letters to the same effect from many counties in Arizona.

In studying this question of statehood for Arizona, including the claims of New Mexico, I find there is a great deal to be said in favor of acceptance of the proposition. What the people of Arizona most need is self-government, and I am prepared to demonstrate at any time and place that they will have in the proposed union with New Mexico in statehood the full measure of self-government, which they do not at all possess under a territorial form of government. And I am further prepared to demonstrate that it would be for the best interests of Arizona to accept the "jointure" bill, frame a state constitution under its provisions, and become a sovereign state in the Union.

Now I would like to discuss these propositions with you before the people of Arizona, and I would suggest that we might arrange for a series of joint discussions, at some half dozen of the principal places, say Prescott, Phoenix, Tucson, Douglas, Bisbee and Nogales, including also such other places as you may suggest, a favorable reply, I am, respectfully,

ALLEN T. BIRD.

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